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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,426. 號六十二百四千六第 日四十月一十年二統宣 HONGKONG, THURSDAY, DECEMBER 15TH, 1910. 四拜禮 號五十四百一十百九千一英港香. PRICE \$3 PER MONTH.

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The Daily Press.

HONGKONG, DECEMBER 15TH, 1910.

ENCOURAGED by their success in having persuaded the Throne to curtail the period of preparation for a Parliament, the Assembly at Peking is now approaching the Throne to abandon another resolve which has been, on more than one occasion, reaffirmed. Our Peking correspondent telegraphed yesterday that the National Assembly is asking the Throne to grant an amnesty to the Reformers who fled from the Throne's wrath in 1898, when the late EMPRESS-DOWAGER by a coup d'etat resumed her control of the affairs of the State, relegating to the background the EMPEROR KWANG HSU, and awarding the death penalty to the reformers who had so completely converted him to their political doctrines. This amnesty would affect only two or three men, for, on the occasion of her seventieth birthday (1904) the late EMPRESS-DOWAGER promulgated a general amnesty for all who had taken part in the Reform movement of 1898, excepting only the leaders K'ANG YU WEI and LIANG CH'AI-CH'AO, who were expressly excluded from grace, and Dr. SUN YAT-SEN, who is a fugitive from justice on other counts. We may suppose also that the case of YUAN SHIH KAI is intended to be covered by the amnesty the National Assembly is now asking for. In the

very informing book by Messrs BLAND and BACKHOUSE, recently published, under the title of "China under the Empress Dowager" we have the story of the Reform Movement set in some respects in a new light. At the time when KANG YU WEI fled to Hongkong from the vengeance of the Empress-Dowager he was regarded as a high-souled patriot against whom nothing, base or sordid could justly be imputed; but the authors of this important contribution to history say that in the light of later knowledge and of almost universal Chinese opinion on this subject, "it is difficult to acquit KANG YU WEI of personal and interested motives, of a desire to wield power in the State as the result of his influence over the Emperor, whose emotional pliability he made to serve his own ends." Looked at in this light, they say his denunciations of the EMPRESS-DOWAGER and JUNG LU were evidently less the outcome of patriotic indignation than of his recognition of the fact that so long as TAU HSI remained in power, his ambitions could never be achieved nor his own position secured. That, so far as it goes, is doubtless true enough, but such personal ambitions as KANG YU WEI had were evidently inspired by patriotic motives, and correct that he alone had a sufficient knowledge of European science to direct and develop the reformation which he had persuaded the Emperor to initiate. His fatal error was in persuading the Emperor that it was necessary to the success of the movement to put JUNG LU to death, and to seize and imprison the EMPRESS-DOWAGER. YUAN SHIH KAI, whose apparent genuine zeal for reform had greatly impressed the Emperor, was given command of a large force of troops, and in a secret audience the Emperor gave him the details of the commission, with which he had decided to entrust him. YUAN promised faithful obedience, but on leaving the palace set out on once for all to Hsien and acquainted JUNG LU with the full details of the plot. JUNG LU lost no time in revealing it personally to the EMPRESS-DOWAGER, and the coup d'etat swiftly followed. All the leading reformers who could be seized were executed. KANG YU WEI made good his escape, but the authorities were ordered to secure his arrest and to see that capital punishment was inflicted. The death penalty was also awarded to KANG's colleague, LIANG CH'AI-CH'AO, a scholar of the highest repute, who found a refuge in Japan, and there edits a newspaper which is described as of "high and well deserved reputation." KANG YU WEI, we believe, has spent most of the last twelve years in Mexico, but has all the while continued to take an active interest in the reform movement in China, and has done all he can to promote it through the organization he created and by the establishment of newspapers. Since the débacle of 1898 he has had the satisfaction of seeing his reform movement progress to an extent which must have far exceeded his highest expectations. What twelve years ago were accounted the impractical dreams of a fanatic are now State policies in China. But the memory of the plot to get rid of the EMPRESS-DOWAGER is probably much too green yet in the minds of the Yehonala clan to warrant the expectation of a free pardon from the Throne for the instigators now in exile.

The German mail of the 16th November was delivered in London on the 13th inst.

The new cricket ground at Yokohama, for the joint use of Japanese and foreigners, is expected to be opened about June next.

At the Magistracy yesterday Ko Choi Po appeared before Mr. E. R. Hallifax on a charge of obtaining \$5,500 by fraud. He was remanded.

The Shanghai Mercury states that the German Emperor has conferred a high Order on Tsi Nai Huang, ex-Flagel of Shanghai, and His Majesty has also bestowed decorations on Colonel Liu of Nanking, Mr. Kwan Chup, Director of the Office of Foreign Affairs, and Mr. Chen Shekwang, Secretary to the Shanghai Taotai.

Mr. Ch'ong Ching-yi, who was elected by the World Missionary Conference in Edinburgh to be China's representative on the permanent committee, has just been ordained in Peking to the pastorate of the London Missionary Society's church in the Chinese capital. This position has always hitherto been filled by missionaries from England, including Dr. Edkins. Mr. Ch'ong Ching-yi was born 30 years ago in Peking of non-Christian parents, but the whole family becoming Christian, he was educated at the Peking and Tientsin schools of the London Mission, and afterwards for two years in Glasgow. He assisted the Rev. George Owen in revising the Mandarin version of the Chinese Bible. For the last two years he has been carrying on evangelistic work in his native city.

Cherry Tree, one of Mr. E. H. Marshall's ponies, won the race for the Champion Cup at the Poochow race meeting yesterday.

At about 1.30 p.m. yesterday the fire alarm sounded, and the Fire Brigade, answering the summons speedily, proceeded to the Grand Carlton Hotel in Lo House Street. There they found a kitchen chimney on fire, caused by the overheating of a flue. The outbreak was soon extinguished.

Yokohama papers announce the death of Mr. Carl Bretschneider, founder of the firm of Bretschneider & Co. He came out to Japan in 1888. Owing to ill-health he retired from business last year. He was a successful merchant and acquired considerable property, some of which is in Japan. Mr. Bretschneider died at his residence, Sagiyama, from heart failure. He was 49 years of age and leaves a widow and four children, who are now in Berlin.

The death is reported of the Rev. J. D. Davis, D.D., of the American Board of Missions, one of the pioneer missionaries to Japan. Deceased left Japan in the spring to attend the Missionary Conference at Edinburgh and from Great Britain went to the United States. He spent the summer with friends in Maine; during that time chronic heart trouble became acute and the end came peacefully in the home of relatives at Oberlin, Ohio, on November 5th.

It is reported that the High Commissioners of Naval Construction, Prince Tsai Hsien and Admiral Sha Chen-ping, have decided that Wei-hai-wei and Kiaochow should be redeemed and turned into naval bases, and that they called at the German Legation to discuss the matter as far as it affects Kiaochow with the German Minister and the Governor of Tientsin. The Naval Commissioners have proposed to construct docks for the building of men of war and to purchase the necessary plant and machinery from abroad next spring. Naval Colleges will be opened at the same time.

It is reported, says a Shanghai contemporary, that the Chinese Government is proposing to install wireless telegraph apparatus at least on the coast, and ultimately throughout the Empire, in the former case to convey messages when the present lines get out of order, and in the latter case to provide a cheaper service than that obtainable by land lines. The idea is to have stations every two or three hundred miles apart along the coast, and to install in all the provincial capitals throughout the Empire. It is evident that something is expected, as several experts are now in China endeavoring to get the work. The German system, the Telefunken, is already installed in one or two places besides Shanghai, and the same company is said to have received orders to erect plants in Nanking and Peking in order to demonstrate the efficiency of its apparatus.

We are informed by the Societe d'Aviation d'Extreme Orient, whose offices in this Colony are at No. 35, Queen's Road Central, that their principal, the Marquis de Villeneuve, the celebrated French aviator, will shortly visit the Colony with his flying machines. The Marquis is due in Saigon in a few days, where he will join Van den Born, the renowned Belgian aviator, and proceed to give exhibitions in the art of aerial flight. These gentlemen have with them Blériot and Farman and possibly other types of flying machines. They intend visiting the South Coast ports and will arrive in this Colony about a month hence, when the Hongkong public will, for the first time, be given an opportunity of witnessing these vessels capering in mid air. We understand exhibitions of straight, circular, high and distance flight will be given, and probably, if sufficient public interest be evidenced, we might also see racing contests in mid-air.

THE ITALIAN CONVENT.

AN APPEAL.

The Superiors of the Italian Convent in Hongkong is issuing the following appeal:—Recent events in a neighbouring field of labour of the Conventual Sisters of Charity, who had been established in the district since 1875, have led to the closing up of the institution, which had been maintained as a day and boarding school and foundling home, while the "Sta. Enfantina" Institute is being carried on for the care of the aged invalids.

The greatly regretted event is accountable for a considerable augmentation in the number of inmates who have had to be housed partly in the central house of the Convent in Caine Road, and partly in the district establishment at Hingmow.

The exact number for whom provision has had to be made since the first week in December is as follows:—

Sisters (European)	33
(Chinese)	7
Chinese Orphans	35
Portuguese	21
Foundlings	30
Chinese Boys	3
Total	129

It does not require many words to explain that, besides the cost of removal to Hongkong, the bare daily necessities for the maintenance of such a large number of people entail an expenditure as wholly unexpected as the Convent is without immediate resources to meet. We are, therefore, driven to the urgent necessity of appealing to your generosity for assistance. We are conscious that the season of year is not opportune for demands upon the purses of Hongkong residents; but we are left without any option and the urgent nature of our need impels us to have recourse to your charity even at the risk of so repeatedly importuning you. We hope to be excused. No donation is too small. However inconsiderable the amount, it will help to provide the daily sustenance of the hundred odd persons in whose behalf we venture to appeal.

ACTION AGAINST A PAWNBROKER.

STORY OF A DIAMOND RING.

At the Magistracy yesterday Inspector Langley proceeded against a pawnbroker for failing to keep proper books.

Inspector Langley informed his Worship (Mr. E. R. Hallifax) that on the 9th December a diamond ring valued \$315 was pawned in the Ki Hing pawnshop for \$50 by a man who is alleged to have stolen it. The pawnshop was reported to the Water Police on Friday about 10 p.m. and the notice to pawnbrokers was sent out the following morning, yet though the description was very minute the defendant did not return the ring, and it was not until a Chinese detective examined the books that he saw an entry which corresponded to the description of the ring reported lost. The ring was then produced. Moreover, the defendant failed to identify the man who had pawned the ring. The examination of the books also showed that they did not comply with the Ordinance inasmuch as the address of the borrower was not entered. In view of the fact that the ring was pawned for \$50 he would ask his Worship to order the ring to be returned to the owner without compensation to the defendant.

Mr. Shenton, who appeared for the defendant, tendered a plea of guilty and explained that the ring was pawned by an American sailor in the name of J. J. Smith of the *Wilmington*. As the defendant could not write English he asked the pawnshop to write his name and address on a piece of paper. This he did, and this paper was attached to the ring and an entry made in the book to the effect "see proof." He pointed out that it was as difficult for a Chinese to recognize a European as it was for a European to recognize a Chinaman.

His Worship—But it is a pawnbroker's business.

Mr. Shenton explained that the defendant was absent when the notice was served and that was why no attempt had been made to return the ring to the police.

On the application that the ring be returned to the owner, J. J. Smith, the witness's mate on the *Wilmington*, identified the ring as his. He bought it for \$315. He missed it on Friday. He kept it in a chest on the forecastle. It was not locked and was accessible to anybody. He thought somebody must have seen him put the ring there.

His Worship said the ring would have to be redeemed at full value. Applicant should look better after his ring.

His Worship registered a conviction on a technical offence against the defendant and dismissed him with a caution.

POLICEMAN CHARGED WITH ACCEPTING BRIBES.

Before Mr. J. R. Wood at the Magistracy yesterday afternoon Indian police lance-sergeant Hakim Singh was charged on five counts with accepting bribes from Chinese hawkers.

Mr. P. F. J. Wodehouse, Deputy Superintendent of Police, prosecuted, and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Mr. Wodehouse informed the Court that the defendant was charged with accepting a bribe of twenty cents on the 8th instant from a Chinese hawker. In consequence of complaints made to the police that the defendant was taking money from hawkers, instructions were given to the first complainant that if the defendant went to him to get money he was to give the policeman marked money. On the 8th when defendant asked the complainant for money he was given a marked twenty-cent piece. The second witness to be called also gave the defendant a twenty-cent piece, which he marked. After handing over the marked twenty-cent piece both hawkers made a report at the Central Police Station. When the defendant returned off duty at 2 p.m. and went to the charge-room, Inspector Marston asked him if he had any money. Defendant said, "Yes, forty cents." He was then asked if he had it when he went out, and he said he had. The inspector, on searching the Indian, found the two marked twenty-cent pieces, and took them; the defendant and the hawker to Mr. Wodehouse's office. There both hawkers picked out the coins they had marked from among five others. There was no money in the case of the other three charges, but on the third charge corroborative evidence would be adduced by another witness as well as the complainant.

His Worship—Are you asking me to send him to the Sessions or not, Mr. Wodehouse?

Mr. Wodehouse—I think not, your Worship.

Mr. Potter also desired that the defendant should be dealt with summarily.

Evidence was called, and the hearing adjourned.

ST. ANDREW'S DAY IN SEOUL.

The Seoul Press gives the following account of the observance of St. Andrew's day at Seoul:—Loyal Scots in Seoul and Chempul determined to do honor to their patron saint on Wednesday last by giving an invitation dance to other westerners not born within the pale, and very successful they were, for a thoroughly enjoyable evening was spent by their guests in the former Custom House offices in Little West Gate Street, which under the able management of the board committee were transformed from bleak loneliness into an abode of light, warmth, attractiveness and hearty hospitality.

The Korean Household Band was in attendance, and the way in which it rendered the selections undoubtedly added to the enjoyment of all, but more especially to the dancers.

About midnight supper was served, and the dancers must have been pleased to witness the terrific onslaughts made upon their confections. Dancing was carried on until an early hour, and then previous to breaking up a second supper was indulged in, after which the company joined hands and sang "Auld Lang Syne," and so ended one of the most successful evenings Seoul has ever known.

TELEGRAMS.

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[REUTERS'S SPECIAL POLITICAL SERVICE.]

THE GENERAL ELECTION.

TUESDAY'S ELECTIONS.

LONDON, December 13th.

The following are the results of Tuesday's polling:—

UNIONISTS.	LIBERALS.
Bridgewater	Newmarket
Torquay	Glamorganshire, E.
North Lonsdale	Govan
Ross	Leigh
Derry, South	Partick
Reigate Rye	Lanark N.W.
Bodmin	Montrose Burghs
Oswestry	Bosworth
Essex, S.E.	LABOURITES.
Woodstock	Staffs, N.W.
	NATIONALISTS.
	Wicklow, E.
	Cork Co., S.E.
	Cork Co., Mid.
	Tyrone, Mid.

STATE OF THE POLL.

The results of the election so far are:—

Liberal	109
Labour	36
Nationalist (Redmondite)	59
Nationalist (O'Brienite)	8
Unionist	240

Members elected 542

to be elected 128

670

PARTY GAINS.

Unionists	23
Liberals	19
Labour	4
Nationalist	1

UNIONIST GAINS.

The Unionists have gained:—

Liberal gain.	Nationalist gain.
Torquay, Sir Francis Barrett, L.	11
Bodmin, Mr. C. A. Grenfell, L.	50
Newmarket, Mr. H. Verrall, U.	120
Tyrone, Mid., Mr. G. F. Branskill, O.	405

TARIFF REFORM PROSPECTS.

LONDON, December 14th.

The "Morning Post" says that it is impossible to ignore the grave situation of the Unionist Party. The result of the elections so far is unfortunate, and it is an impracticable proposal to submit a Tariff Budget to the Referendum. The Tariff Reformers had no quarrel with the old constitution, and they should make that fact a starting point in their next campaign. In any event Tariff Reformers must immediately insist on having a clear course in their association with the Unionist party.

THE BRITISH SOUTH POLE EXPEDITION.

The Terra Nova, which left Wellington, N.Z., last month, will make her way to MacMurdo Strait, where Lieutenant Evans will give up command of the ship to Lieutenant Pennell. Lieutenant Evans will leave with the majority of the Western party, and Captain Scott will proceed in the Terra Nova to King Edward VII. Land.

It is hoped that Lieutenant Campbell and his party will be landed at the King Edward VII. Land about February 1, but nobody has over succeeded in landing there. His party will consist of six men. When the Eastern party has landed, Captain Scott will return to MacMurdo Strait, but long before this Lieutenant Evans will have started with a party of 12 men, eight ponies, 20 dogs, and the motor-sledge to lay depots. The depot party will be away for ten weeks preparing depots for the great southern journey, which will begin in October next.

THE GERMAN EMPEROR AND SEA TRAVELLING.

The Lokalanzeiger states that the Congress of Shipbuilding Engineers on November 18th the Emperor congratulated the Hamburg engineer, Herr Frahm, the inventor of a "pitching tank" to prevent the rolling of ships, and expressed the hope that the system would soon be introduced on board all vessels.

Herr Frahm read a paper demonstrating upon a model the effects of the invention, which consists of U-shaped tanks extending from port to starboard through the hold. The water in them rises and falls as the ship rolls so as to neutralize the rhythmical movement of the latter. The tanks have been tested on the two Hamburg-American liners *Tyrranga* and *Coronado*. These vessels, plying between Buenos Ayres and Hamburg, this summer without tanks rolled up to eleven degrees on each beam. This was reduced to two degrees when the tanks were in operation.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE HONGKONG DAILY PRESS.]

GREEK POLITICS.

LONDON, December 14th.

The elections for the Greek Chamber on the question of revising the constitution have resulted in the victory of M. Venizelos.

GERMAN ENTERPRISE IN YUNNAN.

The *Avenir du Tonkin* (Haiphong), referring to the arrival of a cargo boat with German material destined for the installation of a blast furnace at the tin mines in the neighbourhood of Mongtze, remarks that following upon this there had arrived from Hongkong more German material destined for Yunnan. "It is always the great houses of Carlowitz," says the journal, "that does business with the mandarins, the merchants and the manufacturers of Yunnan. They bring in machines and merchandise from Germany, but never from France. That important house has already developed a large business in Yunnan." It furnished more than 20 millions of war material which passed through Szechuan to get to Yunnan before the railway was opened to traffic; it has delivered more than 300,000 francs worth of field glasses and optical instruments and all the saddlery necessary for the artillery in Yunnan. The journal goes on to say that when the German blast furnaces get to work, the houses of Carlowitz, having been the importer of the machinery, will become the exporter of the industrial products of Yunnan. They have already been inquiring not only of the French companies but of all companies at Hongkong the freight charges for the metals they will soon be sending to Hamburg and Avers. All these things are cited by our French contemporary to show the need for greater activity on the part of the French merchants in a country which by reason of the great sacrifices of human life and money France has made in constructing the railway to Yunnan ought to be a zone in which French influence is paramount.

CONTEMPT OF COURT AT SHANGHAI.

At the Mixed Court on the 8th instant, before Mr. Sun, Assistant Magistrate, and Mr. F. W. Hadley, American Assessor, Tsang Wah-chu, manager of the *Universal Gazette*, a Chinese newspaper printed at No. 7, Shantung Road, was again brought up on a Mixed Court warrant charged with printing and publishing or causing to be printed and published a certain contemptuous article and a certain insulting cartoon of and against the complainant, F. W. Hadley, U.S. Mixed Court Assessor. Mr. Montague Harris appeared for the defence.

It will be remembered, says the *Mercury*, that the contemptuous article and insulting cartoon referred to in the charge were published some weeks ago in a Chinese newspaper called the *Kwoh Jee-pao*, at the time when a deadlock arose between Mr. Pao Yui, the senior Magistrate, and the American Assessor. When the case was before the Court on Tuesday last the defendant was questioned by Mr. Hadley and admitted that the *Taichai* was the proprietor of the *Universal Gazette* and that a portion of the paper's premises were lent to the *Kwoh Jee-pao*. A fine of \$200 was imposed and immediately paid.

CHINESE RAILWAY ACCOUNTS.

The President of the Board of Finance has stated in the Council of State Affairs that in all foreign countries the profits of the railways are looked upon as government revenues. It is a large sum and has a most important bearing on the national finance. In late years all sorts of fraudulent practices have repeatedly come to light in connection with the management of the railways already completed and there has been considerable delay and waste of money in connection with those under construction. At the present moment when both public and private finances stand greatly in need of readjustment it is absolutely necessary that the accounts of the railways whether managed by the officials or by the merchants, should be inspected. He therefore proposed that the Board be empowered to appoint two controllers for each railway from amongst the straightforward and trustworthy officials and gentry, whose sole duty it is to examine the accounts. The members of the Council are favourable to the proposal and a memorial will shortly be presented to the Throne on the subject.

PEKING RAILWAY SCHOOL.

An indication of the interest taken by the Central Government in the future of railways in China, marks a Consular report, is afforded by the establishment in September, 1901, in connection with the Ministry of Communications at Peking, of a school for training railway officials. The school is built for 500 students, but the number is at present limited to 350, who come from all parts of the Empire and vary in age from eighteen to twenty-five. There are about thirty teachers, including one British, one American (a drill sergeant), two French, and two Germans. Most of the teachers are returned Chinese students abroad, and they are well paid. The full course is three years and the students are divided into three sections according to the foreign language, English, French, or German, taught them in addition to other subjects. The curriculum includes Chinese language, drill, geography, history of Chinese railways, mathematics, drawing, chemistry, physics, ethics of commerce, traffic management, railway book-keeping, elements of engineering, steam and electricity, workshop, administration and railway company law.

SHIPPING NOTES.

The Nishin Kisen Kaisha (Japan) China Steamship Company has declared a dividend at the rate of five per cent. per annum. The Kaisha's operations are confined to the River Yangtze.

Captain Sandberg, late of the *Korea*, is retiring from the Pacific Mail service. The *Korea* is now commanded by Captain J. W. Saunders, who was formerly skipper of the *Manchuria*, and has latterly been master of the *Pennsylvania* on the Panama run.

The *Nagasaki Press* mentions that some indignation was caused recently in Shinanotsuki by the action of a foreign steamer in passing the Straits at full speed shortly after midnight. It is customary for steamers to reduce their speed when making the passage; the omission to do so on this occasion caused more or less damage to small craft moored off the shore.

The fine cargo steamer *Kaigow*, of 6,200 tons deadweight capacity, and built during 1895, has been sold through Messrs. Samuel Sams & Co's Kobo office to Mr. K. Kishimoto, of Osaka, who recently purchased through the same firm the steamers *Reira* (Buckall Line) and *Japan* (P. and O.S.N. Co.).

The *Japan Gazette* reports that the Indo-China Steam Navigation Co's steamer *Hingang* has also been sold to Messrs. Yamaki & Co., of Tokyo, through Messrs. Jardine, Matheson & Co., the local agents for the line. The *Hingang* is of 2,412 tons gross, and was built in Sunderland in 1890.

The Yokohama Dock Co. has opened a third dry dock. The ceremony was attended by nearly one thousand guests, including some foreign residents. The chief characteristics of the new dock are:—Length, 481 feet; width of outside, 68 feet; depth of water on blocks, 21½ feet. The cost of the construction is reported to be ¥430,000. The pumping installation attached to the new dock comprises two large pumps and one small pump of the Iguchi pattern, designed by Dr. Iguchi, Professor of the Tokyo Imperial University. The two large pumps are capable of pumping out ten thousand tons of water an hour. The Yokohama Dock Co. was congratulated upon the completion of its new dock to meet the demands of the shipping community, especially in view of the forthcoming opening of the Panama Canal.

The Hamburg-American Line announces that, besides the great new 60,000-ton steamer which is being built for its Transatlantic traffic, it has 14 other steamers, including a joint cargo capacity of 110,000 tons. Including these new constructions, the Hamburg-American fleet has a total gross tonnage of 1,022,452 registered tons.

The Commonwealth of Australia has decided not to accept the proposal of the Canadian Government to renew the service of mail steamers running between Vancouver and Australia, and calling only at Auckland and Sydney.

The first two steamers to enter Singapore harbour flying the standard of the new Commonwealth of Australia, says the *Lat Pau*, were the *Currie* and *Deris*, which arrived from Australian ports. The new standard is, in groundwork, the Red Ensign—red with a Union Jack in the left top corner—with five small stars to symbolise the five states in the union and a large star to represent, presumably, the fusion of the different provinces.

Another monster of the sea is to be built. There is now building for the White Star Line in Belfast yards a floating palace which, for size and luxury, will eclipse anything that sails the ocean, but the Cunard Company have decided to beat even this. They have asked the British shipbuilders to draw up specifications for the largest liner yet designed. This is estimated to cost £2,000,000. Other facts about her are: Length, 885 feet. Tonnage, 50,000. Speed, 23 knots. In nearly every particular this modern marvel will be mistress of the seas. The fitting of the new ship will be the last word in luxury. Every device that can add to the comfort of passengers will be used, and the special attractions will be:—A Turkish bath. A swimming pond. A theatre stage. She will accommodate 650 first saloon, 740 second saloon, and 2,400 third saloon passengers. It may be that two vessels of this type will be built, but it is understood that much depends upon whether Government will give a subsidy.

Short-time work, meaning a reduction of twenty-four hours weekly, has been introduced at Cammell and Laird's shipbuilding yards. There is much distress.

WEATHER REPORT.

On the 14th at 11.55 a.m.—The barometer has fallen moderately to considerably over S. Japan and the Loochons, and risen moderately on the coast of China.

A shallow depression, which will probably move towards N.E., has appeared over the Eastern Sea to the W. of the Loochons. The anti-cyclonic area is well centred over the continent to the North of the Upper Yangtze valley and pressure remains low over the S. Philippines and adjacent waters.

Very strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong: rainfall for the 24 hours ending at 10 a.m. 10.4, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. winds, fresh or strong; fine.
Fornosa Channel N. and N.E. winds, strong.
South coast of China between Hongkong and Loochons Same as No. 1.
South coast of China between Hongkong and Hainan Same as No. 1.

CORRESPONDENCE.

THE ROYAL COLONIAL INSTITUTE
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

DEAR SIR,—I enclose a copy of a letter which was addressed to me, as Corresponding Secretary in Hongkong, by the Royal Colonial Institute in London, and shall be glad to know whether you or your readers have any suggestions to make in regard to the matters which are referred to in that letter, and which have remained in abeyance during my absence from the Colony.

In the meanwhile I shall be pleased to receive the names of any British subjects who desire to become non-resident members of the Institute which has been the means of stimulating a widespread interest in the affairs of the Empire.

Yours faithfully,
H. E. POLLOCK,
5, Queen's Road Central,
14th December, 1910.

[Copy.]
Royal Colonial Institute,
Northumberland Avenue,
London, W. C.,
24 March, 1910.

DEAR SIR,—In a desire to extend the influence and usefulness of the Institute in the various overseas dominions, the Council propose to form in Hongkong a local centre so that the Fellows may be brought more into touch with the work of the Institute, as well as into touch with one another by means of local meetings and other social gatherings. It is the opinion of the Council that the formation of a local Committee, with yourself or someone you may suggest as Hon. Secretary, would do much towards popularising the Institute and bringing it to the notice of leading men in your Colony. The Council will be glad if you will let them know your views regarding this question, and what in your opinion would be the proper course to pursue in regard to your part of the Empire.

I enclose a general statement of objects and advantages of the Institute which might form the basis of a lecture to be delivered at a general meeting of the Fellows called to discuss the subject.

An early reply, together with an expression of your opinion, will be much appreciated.

Yours faithfully,
JAMES W. BOOSE,
Secretary.

Hon. H. E. Pollock, K.C., M.L.C.,
Hongkong.

LOCAL SPORT.

CRICKET.

R.E. V. S.O.A.

This league match was played yesterday afternoon at the Happy Valley, and resulted in a win for the Engineers by 21 runs. Scores:

R.E. and DEPARTMENTALS.	
Lt. Williams, c Crawford, b Paris	0
Corpl. McGregor, c Crawford, b Paris	17
Corpl. Ball, c Crawford, b Paris	13
Corpl. Towner, c Paris, b Garnett	36
Corpl. Foster, c Paris, b Garnett	0
Corpl. Pearson, c Swanton, b Garnett	0
Corpl. Sir J. Taylor, c Paris, b Garnett	0
Corpl. Davidson, b Garnett	0
Q.M.S. Davies, c Swanton, b Paris	10
Sgt. Collins, c and b Paris	4
Extras	12
Total	127

ROYAL ARTILLERY.

Capt. Crawford, c and b Towner	65
Lt. Hitchcock, b Towner	4
Capt. Garnett, b Addison	8
Lt. Paris, c Davidson, b Addison	0
Lt. Bagnall, b Towner	0
Lt. Thompson, run out	1
Gr. Swanton, lbw, b Addison	4
Gr. Davidson, b Towner	4
Gr. Bagnall, c and b Addison	0
Gr. Watts, c and b Towner	5
Gr. Goodall, not out	7
Extras	7
Total	106

POLICE V. PRESS.

The happy relations between the Police and the Press were demonstrated again yesterday afternoon, when the Police met a team drawn from the local newspapers, supplemented by outside help, in a cricket match at Happy Valley. The result was a win for the "Press," largely due to the poor fielding of their opponents. The scores are:

PRESS.	
W. Saunders, b Cooper	4
F. Hinks, b Reynolds	7
W. Smart, c and b Reynolds	1
D. Campbell, c and b Cooper	1
E. B. Amersley, c Hoggarth, b Reynolds	10
H. H. Collins, c Cooper	14
E. H. Ayres, b McLennan	12
J. D. Norris, not out	12
A. J. Ellis, b McLennan	14
A. Rawson, c Withers, b McLennan	0
G. Turner, c and b McLennan	0
Extras	6
Total	78

POLICE.

Pitt, retired	29
Cooper, c Norris, b Smart	12
Ogg, c Smart, b Hinks	9
Burford, b Saunders	23
Hoggarth, b Hinks	24
McLennan, b Hinks	1
Reynolds, b Smart	10
Spillitt, c Amersley, b Hinks	0
Withers, run out	0
Glendonard, c and b Smart	3
Extras	3
Total	114

CHESS.

Under the auspices of the Hongkong Chess Club Mr. J. Feinstein will give an exhibition on simultaneous play against 12 tables, this evening at 5.15 p.m. in the City Hall Library. Those interested in chess are cordially invited to attend.

A fashionable photographer has undoubtedly attained the pinnacle of tactical achievement. A woman with a decided squint came to him for a photograph. "Will you permit me," he said promptly, "to take your portrait in profile? There is a certain slant about one of your eyes which is as difficult in art as it is fascinating in nature." *Youth's Companion.*

COMMERCIAL NOTES.

The *Jiji* says a certain British firm in Seoul has started the exportation of Chinese beans to Europe, and quite recently shipped two thousand bags to London and Marseilles. Owing to the increasing demand on the European market this year, the firm is now busily engaged in purchasing from various quarters in the peninsula. Some German merchants in Chosen also propose starting business in the export of beans.

The silk manufacturers of Russia are reported to be enthusiastic over the prospect of obtaining their raw material at Moscow in only about 12 days from Japan, as a result of the through traffic agreement just concluded between the Japanese and Russian railway administrations. By the present trade channel it has to be imported by the circuitous route *via* Suez and Lyons or Milan, requiring over 2 months in transit. The difference of interest on the capital involved alone, it is suggested, will be sufficient to infuse new life in the silk manufacturing industry of Moscow in particular, and there is no knowing how soon that Russian city might succeed in making itself the silk trade centre of Europe.

The promising condition of cotton cultivation in Siam has given rise in Japan to the formation of a joint stock company styled the Siam Cotton Company with a capital of about Yen 5,000,000, reports the *Japan Times*. The promoters are Baron Shibusawa, Messrs. Hiroyuki, Kakimura and several other leading men in the Japanese spinning circles. A committee is being sent to Siam to investigate the prospects of cotton growing there. The committee will be accompanied by Mr. Fujii, medical advisor to the Siamese Court, who is interested in the industry. The committee will stay in Siam till next spring. It is said that the Siamese product can compete in quality with the Indian cotton and the climatic conditions of the country are favourable to the cultivation of the plant. Siamese cotton is imported into Japan through Shanghai and is highly appreciated by Japanese spinning concerns.

No progress was made during the past year in the preparation of any general regulations for the protection of trade-marks, but the local authorities in Shanghai, says the *British Consul-General*, have shown their readiness to check the infringement of trade-marks by issuing proclamations against the practice and by bringing to the notice of the authorities any cases of infringement. In order to check any tendency to make use of such proclamations merely for purposes of advertisement they are only issued when a clear case of fraudulent imitation has been proved, and it has been shown that the foreign firm has really suffered loss. The Consul-General admits that up to the present this system has been found moderately successful in Shanghai, but it is evident that its success depends entirely on the readiness of each local official to issue and enforce such proclamations, and it is of great importance that a uniform system ensuring protection in all parts of the Empire should be introduced without delay.

THE LONDON RUBBER MARKET.

DEALINGS IN SHARES.

Writing on November 20th a contributor to a London paper said:—
The more hopeful feeling which became manifest in rubber circles last week has been accompanied, although no sensational events are likely to occur yet awhile. Confidence and stability have, nevertheless, been restored to a point calculated to dissipate uneasiness as to the future course of the market for shares generally. Dealings have not shown much life, nor are they likely to do so just at present, as may be gathered by the country being plunged in the throes of a grave constitutional crisis. All the same, there has been a growing inclination to pick up shares on occasional little set-backs, while the fundamental conditions of the market are being gradually consolidated.

The brighter trade outlook for rubber itself means a good deal for the people interested in rubber shares. Shares have depreciated enormously, and although there has been an appreciable recovery from the worst, the tone of the market is generally much more cheerful, and should the hopeful news expected as to future developments in the hard Para be justified (in connection with United States demands), the chances are that the share market may be aroused into considerable activity. The array of increases in output shown by many producing companies in the Middle East is calculated eventually to attract fresh interest on the part of the investing public, giving a steady removal of the demand for crude rubber.

Very little, if indeed, anything, is now heard about rubber substitutes, or of accumulating unsold stocks of rubber, and an explanation of this may be that the manufacturing trades have begun to take more interest in the market for raw material, their future depending quite as much upon a regular supply of the commodity as upon the securing of an adequate outlet for their products.

That an expansion of legitimate trade is in progress has been demonstrated further, not only by the slow process of recuperation going on in the market for the Brazilian product, but by the results of the plantation rubber sales this week in Mincing-lane, when about 255 tons were catalogued. Opening at an advance of about 4d. a lb., with an active demand, prices improved steadily, thanks to sustained brisk competition for practically all kinds, and the improvement ultimately reached 6d. to 9d. a lb., although slight variations ensued from the top prices. Very few lots were left unsold. Amongst the prices realised at the sales were the following: Smoked sheets:—Malacca 6s. 8d., Chersonese 6s. 8d., Sokong 6s. 8d., Highlands 6s. 7d., Vallambrosa 6s. 7d., Laba 6s. 6d., Bukit Rajah 6s. 6d., Sungai Krian 6s. 5d., Federated Selangor 6s. 5d., Straits Borneo 6s. 5d., and Jong Lemping 6s. 4d. Colocoes and sheets:—Malacca 6s. 2d., For pale crepe 6s. 3d., was paid for Hattangh, this being an unusually fine lot, 6s. 2d. for Caledonia and Matang, 6s. 1d. for Labu, and 6s. 1d. for Harpenden and Sungey Croft. Bata Tige smoked crepe sold at 6s. 2d., St. George crepe 6s. 4d., Bandarapala crepe 6s. 4d., Consolidated Malay pale crepe 6s. 4d., and Donnakanda pale crepe 6s. 3d.

The auctions, indeed, went off fully up to the highest expectations, and this, coupled with the firmer market for fine hard Para, serves to strengthen the impression that the general demand for the product is steadily mounting. Consumers who lately bought plantation rubber at 6s. a lb. for delivery over the whole of 1911 seem to have done well for themselves. It is understood that there have been further inquiries for forward contracts of plantation crops, but producers are less easy to deal with.

THE JAPANESE TARIFF.

OBJECT-LESSON FOR LANCA SHIRE.

In a report to the Board of Trade on the question of the Japanese Tariff the Manchester Chamber of Commerce states that "this sudden and startling increase in the tariff would be intelligible if it were the desire of the Japanese Government to put an end to the importation of British cotton goods, which is such an important factor in the commercial relations between the two countries. If, however, the proposed new duties are designed for revenue purposes only, it seems pitiable they will defeat their own purpose, because the greatly enhanced cost of such goods to the Japanese consumer must result in a serious diminution of the demand if not the extinction of the trade." The new tax is more than the present duty, and the consumption tax together. The protective effort is obvious, as the consumption tax is to be done away with after the adoption of the new Tariff, consequently native manufacturers will pay nothing further. It appears that the late increases are made so high to enable the Japanese Government to have a fair margin to bargain with in subsequent conventional treaties. It is well known that grey and white shirtings are having a great struggle to maintain themselves with the present scale of duties, but with such increases as those proposed the position of these articles will be hopeless, and many others will be practically in the same position. With reference to the cotton yarn section of the Tariff, it is difficult to understand the motive for raising the duty. The present tariff has almost killed the duty, as it is by British yarns, heavily handicapped as it is by the Japanese cost of labour is very low and the hours worked are long and that Japan enjoys comparative ease to certain sources of cotton supply. Seeing that the trade is already so crippled the only change that would concern British merchants and spinners would be a reduction of the present rates.

It is observed from a note to the new tariff that the Japanese Government intend to do nothing this year the various statistics by which conventional duties are enjoyed by certain countries. First, the British Commerce Treaty of 1894, which came into force in 1899 and was to be operative until July, 1911, is not to be renewed. Great Britain will lose any advantage which she has at present under the most-favoured-nation clause. Some fears have been expressed that this will in fact be the case, arising from a recent utterance of Count Komura, who is said to have expressed the opinion that the most-favoured-nation treatment ought to be withdrawn from Great Britain. He may only have meant that all commercial treaties should be done away with, but if any treaty giving lower duties should be made and Great Britain is not to have the benefit of it, this would be manifestly most unfair treatment of a country that affords the lowest duties to all Japanese exports. No doubt your Department will watch this point carefully. As long as there is a conventional duty granted to any country which is lower than the general tariff Great Britain is in all fairness entitled to its provisions.

LONDON PRESS COMMENTS.

"THE TIMES."

We congratulate the Japanese Government on their decision, which we announce to-day, to discuss the grievances urged by British exporters against the new Japanese tariff, which comes into force next year. The new purpose of that tariff is a very real one, and we need hardly say, of that tariff in England; on the contrary, it has been every right to claim without delay that full autonomy in her fiscal arrangements which she secured in her judicial arrangements more than sixteen years ago. Her achievements have long raised her far above the status of such countries as are compelled to submit their tariffs to the supervision of interested foreign Powers; and the British the eagerness of her to stand at once a condition so gallant to national pride. British exporters have, however, felt that this feature of the new tariff—which is naturally the most important to Japanese eyes—might have been as fully secured with more consideration for the interests of an allied Power. On this subject there has been some misunderstanding, which the visit of the Japanese Commissioner, who the no doubt serve to remove. The Japanese have compared the new tariff with the statutory tariff passed in 1906, to take effect when the conventional tariffs expire with the existing treaties next year. British traders, on the other hand, have never regarded the statutory tariff of 1906 as even a potential reality, and they have quite naturally compared the new duties, not with the duties which that tariff, if not modified, would have compelled them to pay, but with the duties which would be paid in the past. The Japanese have sometimes spoken of reduction where British traders could see nothing but increase. The misunderstanding, as we have seen, has been enhanced by the very few facilities given for discussion of the new measure before it was passed. We have already expressed our opinion that the British Government might have shown greater promptitude in stating its views upon the measure, but it has to be remembered that its communication to the representatives of foreign Powers. Its full bearing could with difficulty have been realized in so short a time. It has, indeed, only been realized by degrees.

The grievances against the tariff are not, however, the less keenly felt because they have not been hastily conceived. Mr. Kikugi Yabe, who has been selected from the Finance Department at Tokyo for this important mission, will undoubtedly reach our shores at a moment when they are ringing with the vigorous protest of party strife. Tariff Reformers will probably argue, with some amount of plausibility, that the injuries which British exporters detect in the Japanese tariff are the direct result of our unreasoning adherence to Free Trade; the Free-traders will, no doubt, make suitable, and not unlikely, replies. Mr. Yabe, in all probability, will not need to be warned against the supposition that there is nothing more than partisan recrimination in the protests uttered in this country against the measure which he has come to expound. The problem which it raises has already been complicated in his own country by the exigencies of party war. We need not discuss the various solutions which our Tokyo Correspondent enumerates in the brief statement which he quotes in another column. It will be sufficient here to express our satisfaction at the existence of a feeling in Japan, to which he bears testimony, that Great Britain has a claim to greater consideration in the tariff than she has yet received; and to reiterate our opinion that the grievance created by the tariff is serious enough to deserve a special effort on the part of British and Japanese statesmen for its cure. Mr. Yabe's mission is not directed to

Great Britain alone, but it has we doubt not, been conceived with a particular desire to study and, if possible, to meet British views. We sincerely trust that it may serve to put the way to some modification which will satisfy the interest on both sides.

"EVENING STANDARD."

Japan has followed up her friendly action in placing an order for a Dreadnought with one of our yards by arranging for the despatch of a special commissioner to visit London in connection with the tariff which will come into force. According to the *Times*, Mr. Yabe is only empowered "to give explanations and dissipate objections," but it is only reasonable to expect that his credentials may be expanded to pave the way for a compromise. British resentment at the new tariff has not been without effect in Japan. The alliance involved us in considerable risks as well as positive annoyance while the war lasted. We shall not soon forget the Dogger Bank incident or the seizure of the *Albatross*. All this seemed to count for nothing with our allies when they abolished the special low rates we enjoyed since 1894, put us on a level with other nations, and then raised the tariff on our goods a second time. By this process 66 per cent. will be added to the duties on our goods, a heavy handicap which excludes a million pounds worth of our cottons and woollens. Objections to such an unneighborly act can hardly be "dissipated" or "explained" away. Something more may be expected.

"PALL MALL GAZETTE."

The new Japanese tariff is undoubtedly a grievance in this country, though, of course, we admit that our ally has a perfect right to tax her imports within reason, and the most sensible of us wish we had the same power, and look forward to the day when we shall have regained it. At the same time, it is interesting to read in to-day's *Times* that public opinion in Japan is condemning the way in which imports from friendly and allied Britain are being taxed; and that a Special Commissioner from the Japanese Finance Department is on the point of leaving for London to confer with our statesmen and merchants on the matter, in a sympathetic spirit. This step is regarded as an expression of the supreme value which the Japanese people set upon British goodwill and the Alliance. As such it will be appreciated, and the spirit of it will be sincerely reciprocated. As to the results of the conference which will take place, speculation would, of course, be unwise and unseemly. We may receive some concessions on account of our special manufactures or we may not. Now, however, the very gratification with which to-day's announcement is received is a rather humiliating reminder of the position of utter helplessness, and the measure of dependence on the goodwill of others, in which we are placed by our present system of so-called Free Trade.

GERMAN PORT WORKS.

IMMENSE SUM TO BE SPENT AT HAMBURG.

(FROM A "WESTMINSTER GAZETTE" CORRESPONDENT.)

Berlin, Nov. 14.

The November number of *Die Flotte* publishes a detailed account of the very important works which are being undertaken for the improvement and extension of the port of Hamburg.

On these works no less than £10,000,000 will be spent in the next four years. Part of the works are to be carried out under the so-called "Kohlbrand 1909" plan for the improvement of the routes to Hamburg, Altona, and Harburg; and they consist of the widening and deepening of existing channels, the construction of new channels connecting the existing harbours, the construction of several new basins, and a railway tunnel under the Kohlbrand branch of the Elbe, which will connect the harbour works to the west with those to the east.

To the south of the Elbephle harbour will be made a new channel for the use of large river barges, which will thus be kept clear of the track of the existing ships. The harbour known as Rosenhafen will be prolonged and deepened to 9 metres. The Oderhafen, at present used only for river vessels, will be deepened to the same depth and adapted for sea ships, and alongside these two harbours spaces will be cleared for over a mile of warehouses. The Kohlbrand channel will be deepened. At Muehlenberg will be a new basin for lighters and coasting ships. The new basin for lighters and coasting ships. The existing channels will all be at an acute angle, so as to diminish the trouble caused by the current when leaving and entering. At Watersloft will be excavated a new harbour for sea-going ships, which will be about a mile long by 300 yards broad; and out of this harbour will branch a basin for petroleum boats and another for yachts.

The main channel of the Elbe below Hamburg is to be deepened to 9, and later to 10, metres and to be of a minimum width of 370 metres. The connection of the new basins requires a large number of viaducts, bridges, and a railway in the tunnel above-mentioned. The works at the Kohlbrand branch of the Elbe are in Prussian territory, but with the consent of the Bundesrat they will be included in the Hamburg "free harbour district." The existing Customs line will be pushed back to the west, being aided by a string of barges. Of the estimated £10,000,000 cost, £1,800,000 will go to the work provided for in the treaty with Russia, £2,250,000 will be spent on harbour-maintenance, and the rest will be absorbed in dredging the different branches of the Elbe, railway building, and tunnelling. The fact that between the years 1825 and 1888 Hamburg spent practically the same sum of £10,000,000 on harbour improvement shows the energy with which the people of the Hanse City are pursuing the ambition to make their port the greatest in the world.

Germany is showing equal energy in extending her inland waterways. Rapid progress is being made with the canal between Berlin and the Oder, which will make it possible for 600-ton vessels to reach the capital from the Baltic Sea. This canal is in part merely an improvement of the famous Finow canal built by Frederick the Great to connect the systems of the Elbe and the Oder. The new canal is to have only four locks, each with a difference of level of 9 metres, instead of the original seventeen. Each lock takes two 600-ton boats at the same time, and are thus amongst the biggest in Europe. A ship-lift which will do the work more quickly will afterwards be built if traffic justifies the expense. Not far from Berlin, before the new canal joins the old one, the sandy soil is being found to permeate that the whole canal-bed has to be lined with concrete.

The Army Council has approved of a limited number of district officers of the Royal Artillery to retire at once on £200 a year retired pay, irrespective of service, and calls for the names of those desirous of retiring.

SKIN IRRITATION
MADE HER WALK
FLOOR ALL NIGHT

Came on Hands and Arms Like Little Blisters. Was Dreadful. Would Break and Spread. Eased at Once and Quite Cured by Use of Cuticura Ointment and Soap.

Cured Baby of Rash and Sores, Too.

"Wherever I can recommend Cuticura Soap and Ointment, I can be pleased to do so, as I consider them a household treasure. My hands and arms were covered with tiny small spots which caused me great irritation, and I had to walk my bedroom floor some-times all night. Then I got a little Cuticura Ointment which eased the irritation at once. My husband got me some Cuticura Soap and Ointment from the chemist, and now I see nothing of the rash at all. I think the Cuticura Soap and Ointment should be kept in every home." (Signed) Mrs. Annie Blinby, 60, Victoria Rd., Woking, Surrey, England, April 17, 1910.

In a later letter, Mrs. Blinby adds: "The eruption used to come at first like little white blisters, and the irritation was dreadful. Then they would break and spread, but the use of the Cuticura Soap and Ointment I have got quite cured. I have also recommended to a friend of mine both the Cuticura Soap and Ointment for her baby. He was covered with rash and sores from his teeth. She is delighted with them, for they have cured her baby."

The Cuticura Remedies are the most economical treatment for the skin and scalp of infants, children and adults, a tablet of Cuticura Soap and a box of Cuticura Ointment being often sufficient. Sold throughout the world. London depot: 27, Charterhouse St., W. R. A. Foster Drug Co., Ltd., Sole Props., London. Send for free Cuticura book, an authority on treatment of skin diseases.

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Hongkong, 1st December, 1910. [1335]

THE SILVER MARKET.

Subjoined is Messrs. Mocatta & Goldsmid's circular for November 18th:—

SINGAPORE, December 1.

December 8th, 1910.
The Prize was given to Italian.

糖大 Tai Tsia - Plantain , 3
糖飯 Luk Yau - Pu-nel, Amoy ... each —

Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p.

STEAMERS.

741. **INVERROLYDE**. British str. 1234. Alexander. 5th

Teakwood—Butterfield & Swire.
SHAOHNG. British str., 1307, H. A. Wavell

Lug Ka—Lobsters	25
Shi Yu—Black-rol	16

Alacrity, despatch-boat. 700 tons, 4 guns.

11,421 tons, 52 guns, 26,000 h.p. Kaitan

Zar & Sons
Taku, destroyer, 387 tons, 4 guns, and 3 torpedo tubes, 8,000 h.p. Kiamianist Kolyb
(Eliot) Bertram
Torpedo boat # 49, Captain Leut. Heiberg
Tiger, gunboat, 300 tons, 10 guns, 1,900 h.p.
Captain R. Ross
Taiping, gunboat, 170 tons, 5 guns, 1,300 h.p.
Captain Ross
Vaterland, gunboat, - tons, 3 guns, 500 h.p.
Captain Toussaint

ITALIAN,
Calabria, protected cruiser, 2,423, tons, 28 guns, 4,000 h.p. Capitano Mario Cassanova di Jersovich
Fingia, protected cruiser, 2,498 tons, 28 guns, 7,000 h.p. Capitano Gaspare Vignuzzi
Marchese Lorenzo

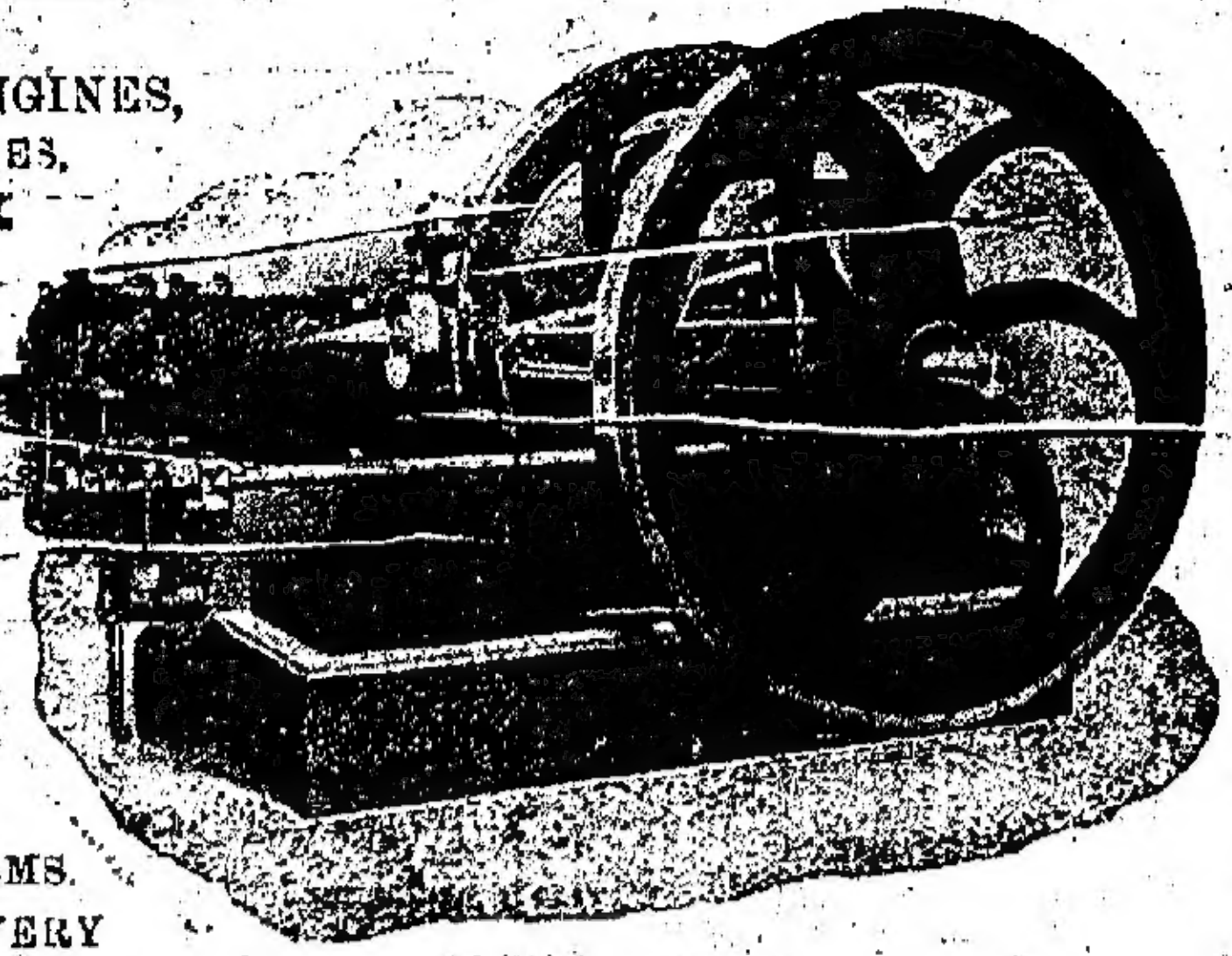
PORTUGUESE
Patria, gunboat, 700 tons, Captain J. A. Feres
Boischa D. Amalia, cruiser, 1,600, tons, Captain C. Lima
Vasco da Gama, cruiser, 7,032, tons, Capta Augusto Jose de Almeida

UNITED STATES,
Albany, cruiser, 8,000 tons, C. S. Williams
Albatross, gunboat, Lieut.-Comdr. Matt H. Sigbee
Balclutha, destroyer, 7 guns and 3 torpedo tubes, Ensign Lloyl W. Townsend
Barry, destroyer, 420 tons, Eas. Edward S. Root
Callio, gunboat, 247 tons, Ens. J. B. Morrison
Cleveland, cruiser, 3,200 tons, Commander Hugh Collins, Shanghai
Chadwell, built like (Ageship), 9,700, tons, 58 guns, 21,000 h.p. Comdr. John H. Gibbins Shanghai
Chastanoot, cruiser, 3,200 tons Commander John D. Macdonald Shanghai
Chawauy, destroyer, 420 tons, Eas. I. N. McMillan
Dale, destroyer, 420 tons, Lieut. Herbert H. Michael
Dennis, cruiser, 3,200 tons, Comdr. Edward E. O'Connell, Shanghai
Galveston, cruiser, 3,300 tons, Commander John A. Hoogeboom Manila
Helena, gunboat, 1,393 tons, Comdr. Reuben O. Bittor, Shanghai
Mindoro, gunboat, Lieut. George M. Baum
Mohican, (station ship), Comdr. C. E. Salisbury
Monroey, cruiser, 4,000 tons, Lt. D. W. Todd
Ologos
Nassau, ram port, 1,577 tons, W. D. Farleau
New Orleans, cruiser, 3,430 tons, Comdr. Roger Welles
New York, cruiser (flagship), Comdr. J. P. Jayne
Parangui, gunboat, Ensign Roy L. Lowman
Pennsylvania, armoured cruiser, 13,650 tons
Capt. A. Ward
Pompey, mallet, 1,500 tons, James D. Linnet
Porpoise, 125 tons, 169 h.p. Eas. Konne
Whiting
Rainbow, cruiser, 8,036 tons Comdr. A. O. Samus, gunboat, Ensign W. C. L. Sikes
Shark, 125 tons, 160 h.p. Ensign Theodore G. Ellyson
Villalobos, gunboat, 370 tons, Lt. A. Andrews
Winington, gunboat, 1,200, Comdr. G. R. Salisbury Hongkong

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IN PREPARATION. THE DIRECTORY AND CHRONICLE 1911.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

Information for inclusion in the 1911 Directory should be forwarded at once to the
"HONGKONG DAILY PRESS OFFICE."

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
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in each case as it can be made, but each volume
Part of Settlement is prefaced by a DISCRIPTIVE
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which will serve as accurate guides for the
Tourist, giving every detail in connection with
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The Information in these Descriptions, con-
sisting of a hundred interesting articles, packed
with facts concisely set out, and containing
statistics of the TRADE of each Country and
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Royal Octavo—Complete with Fifteen Maps,
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Taku, Kowloon, Shanghai,
Antung, Hankow, Hongkong,
Manchuria, Yenchow, Ningbo,
Trade Coasts, Shao, Wuchow,
Newchwang, Ichang, Kiangnan,
Tientsin, Chungking, Peking,
Port Arthur, Hangchow, Hailow,
Chefoo, Ningpo, Lungchow,
Wellsow, Wuchow, Mengtze,
Kiaochow, Santa, Hokow,
Tsinanfu, Poochow, Soemao,
Mukden, Amoy,
Shanghai, Swatow.

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Yokohama, Moji, Taiwan,
Hyo, Nagasaki, Takow,
Kobe, Hakodate, Aomori,
Shimonoseki, Tsushima.

EASTERN SIBERIA
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Seoul, Wonsan, Mokpo,
Chemulpo, Fusan, Chinnampo,
Kusan, Pingyang, Songhina,
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Singapore, Penang, Malacca, Prov. Wellesley,
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Johore, Singel Ujong, Selangor,
Pahang, Jelebu, Perak.

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OFFICERS OF COAST AND RIVER STEAMERS
The Book is printed from New Type specially
reserved for the purpose, and uniformity in every
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A feature in the 1911 Edition are the
CLASSIFIED LISTS OF TRADES
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ALPHABETICAL LIST OF RESIDENTS
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20,000 FOREIGNERS
carefully arranged, with the initials as well as
the Surnames in strictly alphabetical Order,
so that any name can be found instantly.

THE MAPS AND PLANS
have been engraved by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
the following:
COLOURED PLATE OF FLAGS OF FOREIGN HONG
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOREA AND HYO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

"TYPHOON."

THE SENSATION OF THE
BERLIN STAGE.

BY THE BERLIN CORRESPONDENT OF THE
"EVENING STANDARD."

"Typhoon" has just been performed here for
the 200th time, and it is still drawing full houses
night by night. It has been the dramatic
sensation of the year in Berlin. The copyright
for Great Britain has been purchased, and it is
intended to produce the play in London, though
probably with some modifications. "Typhoon"
portrays in the most vivid colours the Yellow
Peril, and there may be political as well as moral
objections to its production in an undisturbed
form in England.

The hero of the play is Dr. Tokoramo, a
Japanese scholar, who has been sent to Europe
by the Japanese Government on a special mis-
sion. He accomplishes in this mission the
agony Kobayashi, the elderly Yoshi-
kawa, the extremely youthful Hiroaki, the
lawyer Omayi, the physician Kitamaru, and two
others who take a minor part in the play. The
scene of the play is laid in Paris, and all these
Japanese are chosen delegates sent over to
Europe to work out all sorts of secrets and to
record them for the benefit of their Far East
Fatherland.

Within a few years they hope to collect and
mentally digest the products of the ancient
civilisation of Europe, in order that Japan
may reap the advantages of their knowledge.
Their respective investigations are communi-
cated to Dr. Tokoramo, who registers them in
days and nights of laborious labour in volume
after volume of records.

K. PABRIAN "ENCHANTRESS."
In the first act all three Japanese emissaries
are seen in Dr. Tokoramo's apartment in Paris,
where, after sending off his servants, they doff
civilised attire and don their national costumes,
squat upon the floor, and tell one another tales
of the glories of Nippon, at the same time dis-
cussing with one another the different aspects
of their mission to Europe. Suddenly they are
interrupted by the arrival of a Parisian occultist,
Heleno, for whom Dr. Tokoramo has conceived
a warm affection. The other Japanese depart,
leaving her alone with their chief.

Heleno is consumed with curiosity over the
meaning of the strange gathering which she sur-
prised by bursting into the room while the Japs
were squatting on the floor in their national
costume, and she does her utmost to entice Dr.
Tokoramo into a betrayal of the secret and to
bring the presence of himself and countrymen
in Paris. Dr. Tokoramo, very much in love
with his enchantress, is on the verge of betray-
ing his secret when he remembers his sacred
mission, abruptly changes his tone, and rejects
all Heleno's advances.

When the curtain rises at the beginning of
the second act Dr. Tokoramo is seen at his desk
working at these wonderful records which are
to reveal to Japan all the wonders of European
civilisation and culture. He is interrupted by
his elderly comrade Yoshiyaka, who warns him
that Heleno has been betraying some part of
his secret information to a well-known French
writer, M. Renard Brinski.

TO TEST THE extent of her treachery they send
for Renard Brinski, with whom they are super-
ficially acquainted, on some trifling pretext.
After having lured him to Dr. Tokoramo's
apartment, they ply him with strong drink, and
extract from him the information that Heleno
has betrayed some of her lover's secret docu-
ments and given them to him to peruse. Dr.
Tokoramo is astounded and alarmed by the
discovery.

When a few minutes later, she appears, he
repulses her, and after wavering between love
and duty, finally bids her begone for ever. Then
Heleno, full of jealous fury, turns upon him and
retires him, declaring that she had only "loved"
him for the money he gave her, and that she
had always abhorred him as a "yellow, unclean
thing." Dr. Tokoramo, thrown into a paroxysm
of rage by her taunts, turns upon her and
strangles her.

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For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 15th December, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.
"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. F. GROSCH.
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"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. FAHNEKE.

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All the Steamers of the European Line are fitted with Wireless Telegraphic. New
System of Telex.
Early booking recommended.
For Particulars, apply to
MELOCHERS & Co.,
GENERAL AGENTS.
Hongkong, 10th November, 1910.

Having perpetrated the murder, Dr. To-
koramo hastily summons by telephone all his
Japanese comrades, and explains the situation to
them. Their one thought is to shield him in
order that he may fulfil the great mission con-
fided to him by the Japanese Government, and
each one of them offers to accept the responsi-
bility for the crime. Yoshiyaka, the lawyer
Omayi, the physician Kitamaru, and the others,
one by one urge their respective claims to share
as the murderer in order to shield their leader.

A THRILLING SCENE
Then, in a scene of thrilling interest, the
youthful Hiroaki, still in his teens, pleads that
unlike his comrades, he has no particular work
to do, and that therefore he, as the least
valuable member of the band, should be chosen
for this honourable sacrifice. On his knees he
pleads with his elders to be allowed to take the
blame for Tokoramo's crime upon his shoulders.
Ultimately they consent, and he is arrested as
the murderer.

The third act brings the trial and condem-
nation of Hiroaki as the murderer of Heleno.
It is intermingled with many exciting incidents
and is full of dramatic situations. The last act
recounts Dr. Tokoramo, saved from the conse-
quences of his crime by the sacrifice of his
youthful comrade, but broken down under the
fearful burden of remorse which he is too weak
to bear. On the night on which he finishes
the last line of his records and hands the volume
to Yoshiyaka to be sent to Japan, he quietly
expires, and the curtain falls while Yoshiyaka
delivers a striking epilogue on the Japanese
view of life and death.

The author of this play is a young Hun-
garian, Melchior Lengyel.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

MARSEILLES AND LONDON.

PROPOSED SAILINGS OF MAIL STEAMERS
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA	11000	March 4	March 10
ARCADIA	7000	February 18	MALWA	11000	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA 10500		April 1	April 7
MARMORA ..	10500	March 18	(Through Steamer calling at BOMBAY)		April 15	April 21
DEVANHA ..	8000	April 1	MOLDAVIA ..	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA ..	10000	May 13	May 19
ASSAYE	7500	April 29	MOREA	11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
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2nd " 49.8 " 72.12
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CARRYING SALOON PASSENGERS AT REDUCED RATES.
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STEAMERS	Leave	Due
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	Tonnage	about
• SUNDIA	4700	January 25
• NUBIA	5900	February 8
• SYBIA	5600	March 8
• NOBIA	6700	March 22
• PALAWAN	4700	April 5
• BORNEO	4600	April 19
• SICILIA	6700	May 3
• SUMATRA	4600	May 17
• NILE	6700	June 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.0 RETURN.
2nd " 38.10 " 57.4
* Carry 1st and 2nd Saloon Passengers.
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• SIBERIA

• MANCHURIA

• CHYU MARU

• TENYO MARU

• KOREA

• NIPPON MARU

• SIBERIA

• MANCHURIA

• CHYU MARU

• TENYO MARU

• KOREA

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	DEVANHA Capt. R. A. Peters	About 19th Dec.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 23rd Dec.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	Noon, 24th Dec.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI Capt. A. G. Cabbitt, R.N.R.	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	NUBIA Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 15th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"KURUKOW"	On 15th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 17th Dec., 4 P.M.
SHANGHAI	"CHIHLE"	On 19th Dec., 4 P.M.
SHANGHAI	"CHANGSHA"	On 19th Dec., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 20th Dec., 4 P.M.
SHANGHAI	"TAMING"	On 20th Dec., 4 P.M.
SHANGHAI	"SZECHUEN"	On 20th Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "CHINUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36
For Freight or Passage apply to: BUTTERFIELD & SWIRE, AGENTS.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
-------------	----------	------------------

MARSEILLES & COPENHAGEN ... "CANTON" ... On 20th December.

SHANGHAI, YOKOHAMA & KOBE ... "NIPPON" ... On 22nd December.

For Freight and Further Particulars, apply to: OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 13th December, 1910.

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HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAINAN"	Capt. A. H. Stewart	FRIDAY, 16th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 23rd Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LARPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th December, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to: MELOCHERS & CO., AGENTS.

Hongkong, 5th November 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Thursday, 15th Dec., Noon.
SHANGHAI, KOBE & MOJI	"FAUSANG"	Thursday, 15th Dec., Noon.
SHANGHAI	"LOKSANG"	Saturday, 17th Dec., Noon.
SHANGHAI	"CHOYSANG"	Saturday, 17th Dec., Noon.
SHANGHAI	"YUENSANG"	Saturday, 17th Dec., Noon.
MANILA	"NAMSANG"	Tuesday, 20th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"WINGSANG"	Saturday, 24th Dec., Noon.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.

RETURN TOURS TO JAPAN.

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The Steamers "KUTSANG," "NAMSANG" and "WINGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang.

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OSAKA SHOSEN KAISHA.

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(Subject to Alteration).

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon.

The Co's Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU"	THURSDAY, 15th Dec., at 8 A.M.
TAKAO (DIRECT)	"YERIKO MARU"	FRIDAY 16th Dec., at 5 P.M.
TAMSIU via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'AY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

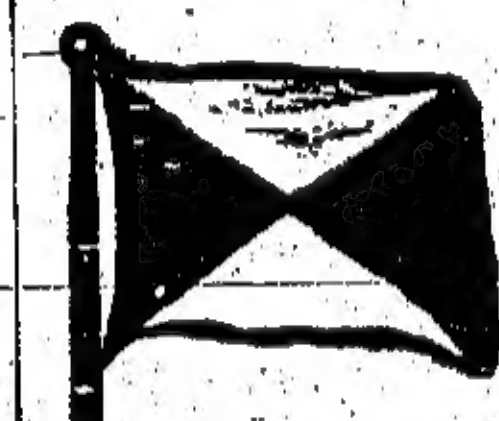
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Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

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S. HIROU,
MANAGER

703



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to

HONGKONG, 9th December, 1910

SHEWAN, TOMES & Co.,
General Managers,
PHILIPPINES S.S. Co.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,

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NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SCANDIA	15th Dec
S.S. SLAVONIA	30th Dec
S.S. SEGOVIA	12th Jan
S.S. SAMBIA	28th Jan
S.S. SILESIA	10th Feb
S.S. PREUSSEN	27th Feb
S.S. RHEINFELDS	12th March

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th December 1910.

SOUTH AMERICAN LINE.

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S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	" " " " Feb. 18th, 1911.
S.S. BUJO MARU	10,500 "	" " " " April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 26th November, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBIRIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

16, DES VUEX ROAD,
HONGKONG.Japan Office
32, WATER STREET
YOKOHAMA.

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NIPPONYUSEN KAISHA

(THE HONG KONG MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Tons.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'AY, 21st Dec., at Daylight.
	KAWACHI MARU Capt. H. Petersen	7,000	TUESDAY, 27th Dec., P.M.
	KAGA MARU Capt. M. Hagino	7,000	WED'AY, 4th Jan., at Daylight
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 31st Dec., from KOBE
VICTORIA B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKO-HAMA	SINABA MARU Capt. K. Kawano	7,000	TUESDAY, 3rd Jan., at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	5,000	THURSDAY, 22nd Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	WED'AY, 21st Dec., at Noon
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Mathieson	7,000	THURSDAY, 22nd Dec., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Meeker	7,000	TUESDAY, 27th December.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. N. Toranaka	5,000	WED'AY, 28th December.

She will call at Genoa. = Omitting Penang.
Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	1st Class	2nd Class	3rd Class
MIYASAKI MARU	9000	15th Feb.		S Y. 550.00	R 825.00	R 360.00
KITANO	9000	1st Mar.			R 825.00	R 360.00
IYO	7000	15th "			R 540.00	R 500.00
HIRANO	9000	29th "			R 540.00	R 500.00
TANGO	8000	12th April			R 750.00	R 350.00
KAMO	9000	25th "			R 750.00	R 350.00
AKI	7000	10th May			R 495.00	
MISHIMA	9000	24th "				
Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Ports:	1st Class	2nd Class	3rd Class
AWA MARU	7000	28th Feb.		S £30	S £21	
INABA	7000	28th Mar.				
TAMBA	7000	25th April	To London via New York:	1st Class	2nd Class	3rd Class
AWA	7000	23rd May	via St. Lawrence:	1st Class	2nd Class	3rd Class

For further information as to Freight, Passage, Sailings, etc., apply at T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD..

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VUEX ROAD.

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PASSENGERS.

ARRIVED.

Per Choyang, from Shanghai, Capt. W. E. Kent, Messrs C. E. Tyson, H. Parker, T. Edwards and Master S. Pater.

Per Hainan, from Cebu, Capt. H. B. Stewart, Miss E. Davis, Messrs J. McDonald, S. Jackson, Laurence and Rusker, and Master McDonald.

Per Anhai, from Shanghai, Mrs. Phillips, Miss E. Davis, Messrs J. McDonald, S. Jackson, Laurence and Rusker, and Master McDonald.

Per Kila, for Europe, etc., Mrs. H. K. Osmond and son, Mr. H. Ch. Evans, Mr. and Mrs. J. W. Sefton, Mrs. H. L. Sefton, Mr. and Mrs. J. C. Thomson, Mr. and Mrs. C. D. Adams, Miss M. Adams, Miss M. L. Swaps, Mr. and Mrs. J. T. Lamprecht, Misses J. and G. Lamprecht, Mr. C. Pos, Mr. Meakin, Mrs. A. D. Power, Mr. and Mrs. J. W. Robertson, Misses R. and M. Robertson, Mr. John Robertson, Mrs. Taylor, Mr. and Mrs. H. L. Caswell, Mrs. C. A. Robert, Mr. E. Hildebrand, Miss E. Schobinger, Messrs L. G. and L. W. Brown, Mrs. C. G. Rodgers, Mrs. H. L. Lovell, Mr. M. C. Owen, Mr. and Mrs. H. Wilder, Mr. Bhesania, Mr. G. Symons, Mr. H. W. Buckman, Mr. L. D. Stone, Mrs. A. S. Andrews, Mr. A. S. Dumon, Inspector H. Krebs, Mr. G. A. Reid, Mr. Newman, Mr. and Mrs. K. C. Lee, Mr. G. Hoppeler, Rev. L. Dehon, Mr. Tipperghien, Mr. Ayer, Mr. Sander, Mr. and Mrs. Schmidt and child, Mr. C. Diercke, Rev. and Mrs. J. P. Jones, Mr. G. Williams, Mr. Noguichi and Mr. W. C. Doods.

DEPARTED.

Per Kila, for Europe, etc., Mrs. H. K. Osmond and son, Mr. H. Ch. Evans, Mr. and Mrs. J. W. Sefton, Mrs. H. L. Sefton, Mr. and Mrs. J. C. Thomson, Mr. and Mrs. C. D. Adams, Miss M. Adams, Miss M. L. Swaps, Mr. and Mrs. J. T. Lamprecht, Misses J. and G. Lamprecht, Mr. C. Pos, Mr. Meakin, Mrs. A. D. Power, Mr. and Mrs. J. W. Robertson, Misses R. and M. Robertson, Mr. John Robertson, Mrs. Taylor, Mr. and Mrs. H. L. Caswell, Mrs. C. A. Robert, Mr. E. Hildebrand, Miss E. Schobinger, Messrs L. G. and L. W. Brown, Mrs. C. G. Rodgers, Mrs. H. L. Lovell, Mr. M. C. Owen, Mr. and Mrs. H. Wilder, Mr. Bhesania, Mr. G. Symons, Mr. H. W. Buckman, Mr. L. D. Stone, Mrs. A. S. Andrews, Mr. A. S. Dumon, Inspector H. Krebs, Mr. G. A. Reid, Mr. Newman, Mr. and Mrs. K. C. Lee, Mr. G. Hoppeler, Rev. L. Dehon, Mr. Tipperghien, Mr. Ayer, Mr. Sander, Mr. and Mrs. Schmidt and child, Mr. C. Diercke, Rev. and Mrs. J. P. Jones, Mr. G. Williams, Mr. Noguichi and Mr. W. C. Doods.

DEPARTED.

Per N.Y.K. str. Hitachi Maru, from London on the 12th November—Mr. J. Weicht, Mrs. Watkins, Mr. A. H. Hewitt, Mr. A. D. Nicholls, Mr. A. Wilson, Mr. V. Quin, Miss A. Esdale, Mrs. Hamilton Holmes and 2 children, Mr. G. Alexander, Mr. J. M. Miller, Mr. A. Edwards and 3 children, Mr. and Mrs. J. S. Lee, Mrs. A. Esdale, Miss D. Esdale, Mr. C. Sano, Mr. Y. Sano, Mr. R. Penzance, Miss J. Dow, Mr. R. Koguchi, Mr. H. Tokuwa, Mr. T. Kimura, Mr. T. Kibe, Mr. K. Horikawa, Mr. W. Kabe, Mr. H. Sugita, Mr. U. Tokita, Miss K. Yamura and Mr. S. Hiyoshi.

DEPARTED.

Per N.Y.K. str. Hitachi Maru, from London on the 12th November—Mr. J. Weicht, Mrs. Watkins, Mr. A. H. Hewitt, Mr. A. D. Nicholls, Mr. A. Wilson, Mr. V. Quin, Miss A. Esdale, Mrs. Hamilton Holmes and 2 children, Mr. G. Alexander, Mr. J. M. Miller, Mr. A. Edwards and 3 children, Mr. and Mrs. J. S. Lee, Mrs. A. Esdale, Miss D. Esdale, Mr. C. Sano, Mr. Y. Sano, Mr. R. Penzance, Miss J. Dow, Mr. R. Koguchi, Mr. H. Tokuwa, Mr. T. Kimura, Mr. T. Kibe, Mr. K. Horikawa, Mr. W. Kabe, Mr. H. Sugita, Mr. U. Tokita, Miss K. Yamura and Mr. S. Hiyoshi.

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"OSTERTAG" - SAFES.**FOR SALE:**

A CONSIGNMENT OF FIVE RECENTLY ARRIVED SAFES IN DIFFERENT SIZES.

Please call on the Sole Representative.

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Taihu*, with the Siberian Mail, is due to arrive here on Sunday, the 18th instant.

The *Goben*, with the German Mail of the 16th ultimo, left Singapore on Saturday, the 10th instant, at 10 a.m., and may be expected here to-day.

The *Tourane*, with the French Mail of the 18th ultimo, left Singapore on Monday, the 12th instant, at 5.30 p.m., and may be expected here on or about Monday, the 19th instant.

FOR	PER	DATE
Hoihow, Pakhoi and Haifong	Holstein	Thursday, 15th, 6.00 A.M.
Meji, Kobe, Yokohama, Victoria, Vancouver, and Seattle	Hallamshire	Thursday, 15th, 11.00 A.M.
Kobe and Meji	Fusang	Thursday, 15th, 11.00 A.M.
Shanghai, Kobe and Meji	Sui Tai	Thursday, 15th, 1.15 P.M.
Macao	Kueichow	Thursday, 15th, 4.00 P.M.
Shanghai	Tamon Maru	Thursday, 15th, 5.00 P.M.
Ocean Island	Kuncho	Thursday, 15th, 5.00 P.M.
Swatow		
Haifong	Hopang	Friday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Hainan	Friday, 16th, 10.00 A.M.
Shanghai	Lokang	Friday, 16th, 11.00 A.M.
Singapore, Penang and Calcutta	Sui Tai	Friday, 16th, 1.15 P.M.
Macao	Yerino Maru	Friday, 16th, 4.00 P.M.
Takao	Hongmoh	Friday, 16th, 5.00 P.M.
Amoy		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (S.C.)	Empress of Japan	Registration, 17th, 8.00 A.M.
Haifong	Yuenang	Saturday, 17th, 10.00 A.M.
Manila	Choyang	Saturday, 17th, 10.00 A.M.
Shanghai	Lokang	Saturday, 17th, 10.00 A.M.
Jass (on), Sandakan and Kudat	Borneo	Saturday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Korea	Registration, 17th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		No late fee, 11.00 A.M.
		Letters, 11.00 A.M.

Shanghai	Anhui	Registration, 17th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		No late fee, 11.00 A.M.
		Letters, 11.00 A.M.
Haifong	Chili	Monday, 19th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Changhe	Monday, 19th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 20th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	Polynesia	Registration, 17th, 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		No late fee, 11.00 A.M.
		Letters, 11.00 A.M.
Singapore, Penang and Calcutta	Namsang	Tuesday, 20th, 2.00 P.M.
Tientsin, Weihaiwei and Chefoo	Shanghai	Tuesday, 20th, 3.00 P.M.
Hilo and Cebu	Bungkiang	Tuesday, 20th, 3.00 P.M.
Manila	Taiwan	Tuesday, 20th, 5.00 P.M.
Ningapore, Penang and Colombo	Yokohama Maru	Wednesday, 21st, 11.00 A.M.
Sagasaki, Kobe and Yokohama	Nikko Maru	Saturday, 24th, 11.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		Registration, 17th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		(Registration with late fee of 10 cents up to 10.45 A.M.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		The Parcel mail will be closed on Friday 23rd inst., at 5 p.m.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)	Prins Ludwig	Registration, 17th, 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		No late fee, 11.00 A.M.
		Letters, 11.00 A.M.

W. H. ALLEN, SON & CO., LTD.

Queen's Engineering Works, Bedford, England.

MANUFACTURERS OF:-

A-Centrifugal Pumps (including Turbine Pumps) driven by Steam-engines, Electric-motors or by Belt.

B-Condensing Plants of the Surface and Jet Character Driven by Steam Engines, Electric Motors or in any other manner.

C-Steam Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.

D-Continuous Current Dynamos and Motors.

E-Centrifugal Fans for Forced or Induced Draft Driven by Steam-engines, Electric-motors or by Belt.

F-Allen Vertical Enclosed Air Compressors.

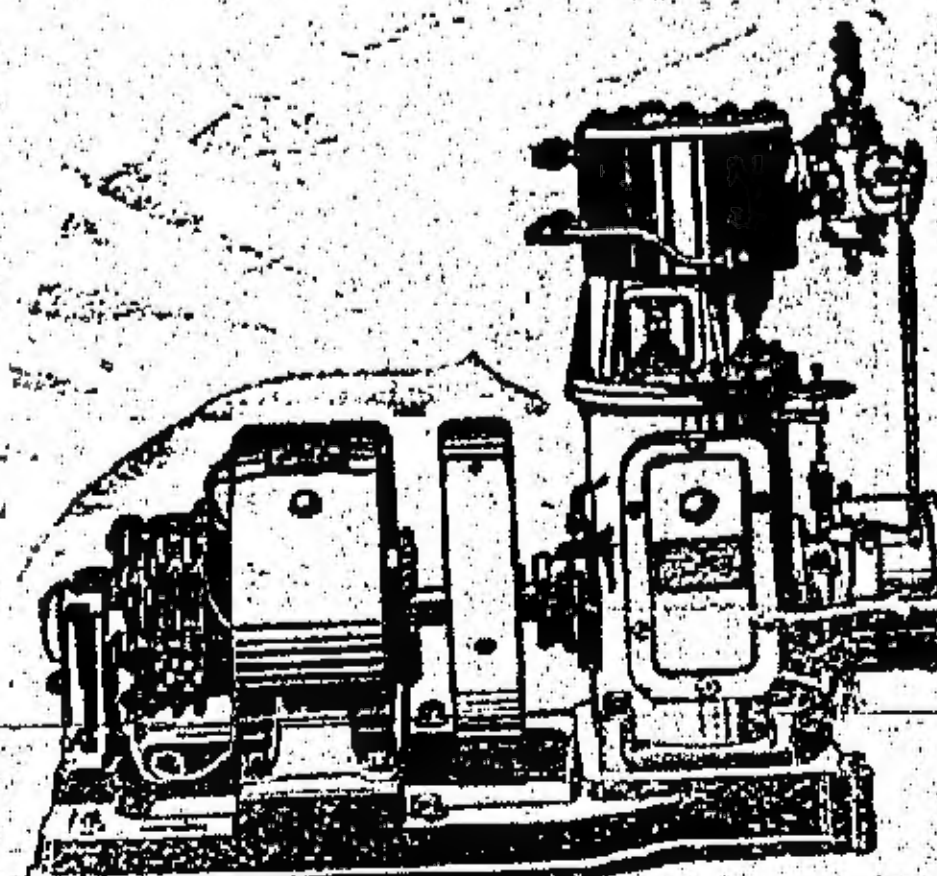
G-Vertical Oil Engines.

H-Allen-Picard, Pictet's Water Turbines.

Full details and particulars of any of the above mentioned machinery may be had on application to the Sole Agents:

WILLIAM C. JACK & CO., LTD.,

14, DES VIGUE ROAD CENTRAL, HONGKONG.

**COMMERCIAL.****EXCHANGE CLOSING QUOTATIONS.**

December 14th.	
ON LONDON:-	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.10
Bank Bills, at 30 days' sight	1.10
Bank Bills, at 4 months' sight	1.10
Credits, at 4 months' sight	1.10
Documentary Bills, 4 months' sight	1.10
ON PARIS:-	
Bank Bills, on demand	231
Credits, at 4 months' sight	232
ON GERMANY:-	
On demand	187
ON NEW YORK:-	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
ON BOHAI:-	
Telegraphic Transfer	136
Bank, on demand	136
ON CALCUTTA:-	
Telegraphic Transfer	136
Bank, on demand	136
ON SHANGHAI:-	
Bank, at sight	73
Private, 30 days' sight	74
ON YOKOHAMA:-	
On demand	89
ON MANILA:-	
On demand	90
ON SINGAPORE:-	
On demand	78
ON BATAVIA:-	
On demand	109
ON HAIIPHONG:-	
On demand	14
ON SAIGON:-	
On demand	84
ON BANGKOK:-	
On demand	84
SOVEREIGNS, Bank's Buying Rate	\$10.90
GOLD LAMP, 100 fine, per unit	\$56.40
BAR SILVER, per oz.	\$7.38

SUBSIDIARY COINS.

Chinese	20 cents piece	\$7.30 discount
Chinese	10	\$7.65
Hongkong	20	\$7.00
Hongkong	10	\$7.38

SHARE LIST.—QUOTATIONS.

HONGKONG, DECEMBER 14TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$90, sellers
National Bank of China, Limited	99,925	\$7	25	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$5, sales
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	\$10	\$7, sellers
COMMERCE.—				
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 87, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50, buyers
Loan Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 48, buyers
Soong Choo Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 247, buyers
Dairy Farm Company, Limited	40,000	\$75	\$6	\$17, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$51, sellers
Hongkong & Whampoa Dock Co., Ltd.	10,000	\$64	\$64	\$55, buyers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	\$56, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 95, buyers
Swatow Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 95, buyers
FINANCIAL & CO., LIMITED				
Green Island Cement Co., Limited	400,000	\$10	\$10	\$3, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$97, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$125, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$18, sellers
H'kong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$10	\$7, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, buyers
China Fire Insurance Co., Limited	24,000	\$85.33	\$25	\$374, buyers
China Trade Insurance Co., Limited	8,000	\$250	\$50	\$360, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$15	\$5	Tls. 130, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$827, buyers
Yongtong Insurance Association, Limited	12,000	\$100	\$50	\$190, sellers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$10	\$99, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	\$50	\$5, sales
Kowloon Land and Building Co., Ltd.	7,000	Tls. 50	Tls. 50	Tls. 105, buyers
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$39, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINEING.—				
Beacon Consols. Chartered by the Tonkin	16,000	Fes. 250	\$1	\$80, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$5, sellers
Philippine Co., Limited	25,000	\$10	\$10	\$13, sellers
Refrigeration Co., Limited	50,000	\$10	\$10	\$14, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$124, buyers
Loan Kung-Mow C. Spinning & Weaving Co., Ltd.	7,000	\$100	all	\$22, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, buyers
SEAMENSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, sales
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$30, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$56, sales
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$1, buyers
Star Ferry Company, Limited	12,000	\$10	\$10	\$12, buyers
South China Morning Post, Limited	2,000	\$25	\$25	\$25, buyers
Steam Landry Company, Limited	20,000	\$5	\$5	\$5, buyers
STOCKS AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Watkins, Limited	15,000	\$7	\$7	\$24, buyers
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$3, sales
Weissmann, Limited	3,000	\$10	\$10	\$14, buyers
United Asbestos Oriental Agency, Limited	9,900	only	\$10	\$10, buyers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$10, buyers
RUBBERS.—				
Allagars	750,000	\$1	all	5/-
Anglo-Malays	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$11 (Sta.)
Batu Tiga	70,000	\$1	all	90/-
Bukit Kajang	80,000	\$1	all	75/-
Castelfields, fully paid	30,000	\$1	all	117/6
Cheviots	70,000	\$1	all	10/-
Eastern and International	250,000	\$1	all	105/-
Highlands and Lowlands	307,143	\$1	all	6/6 prem.
Kamunings	1,825,000	2/-	all	15/6
Kuala Lumpur	180,000	\$1	all	68/9
Lahus	100,000	\$1	all	45/-
Ledbury	100,000	\$1	all	13/-
Lingyis	900,000	\$1	all	6/-
London Asiatics	1,256,000	2/-	all	33 (Sta.)
London Ventures	60,000	\$1	all	17/6 prem.
Merlemons	1,750,000	\$1	all	\$25 x div. (Sta.)
Pegohs	45,000	\$1	all	25/6
Rubber Trusts	50,000	\$2	all	\$25 x div. (Sta.)
Sandorings	100,000	\$1	all	25/6
Seyongs	65,000	\$1	all	72/6
Shelfords	125,000	\$1	all	\$12 (Sta.)
Singapore and Johore	995,000	2/-	all	10/-
Sumatra Paras	90,000	2/-	all	10/-
Sungei-Kapars	170,000	\$1	all	112/6
United Serdangs	170,000	\$1	all	112/6

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

**TOBACCO YOU CAN ENJOY.****Old English****CURVE CUT TOBACCO****A SLICE TO A PIPEFUL**

This choice quality tobacco is packed by a special vacuum process; it therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing 1 lb. with a handsome curved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

[41]

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT:-

LANE, CHAWFORD & Co.
KWAN TIE, Queen's Road Central.
CHEONG TIE, Queen's Road Central.
NAM YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY, 11, Cable Road.

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VISITORS AT HOTELS.**HONGKONG HOTEL.**

Mr. J. I. Andrew	Mr. L. A. Lee
Mr. J. H. Backhouse	Mr. W. O. Law
Mr. N. C. Barlow	Mr. J. H. Little
Mr. F. H. Beck	Mr. G. T. Lloyd
Mr. E. de Beer	Mr. W. Logan
Mr. & Mrs. Oscar Beer	Mr. Lowenstein
Capt. A. H. Best	Mr. B. Markham
Mr. & Mrs. N. F. Bland	Mr. K. A. Massey
Mr. C. A. Bruce	Mr. E. H. Mayne
Mr. & Mrs. Butterfield	Mr. & Mrs. J. Miller
Mr. & Mrs. C. C. Chapple	Mr. H. Molden
Mr. P. T. Chivers	Mr. C. M. Mondell
Mr. & Mrs. Churchill	Mr. M. H. Murray
Mr. & Mrs. J. C. Clark	Mr. L. R. Needham
Mr. W. B. Clarke	Mr. and Mrs. F. D. Northcombe
Mr. H. L. Condon	Mr. V. d'Oettingen
Miss E. Davis	Mr. J. C. Ogden
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Mr. & Mrs. Freeman	Mr. H. H. Solomon
Mr. & Mrs. Fry & Infant	Dr. and Mrs. A. D. Spalding
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Mr. C. D. Gerner	Miss A. Square
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Mr. E. Grimshaw	Mr. J. C. Steen
Capt. T. F. Hall	Mr. W. H. Stratton
Mr. J. C. Hamilton	Mr. C. E. Tapsen
Mr. A. Harrison	Mr. and Mrs. M. L. Thompson
Mr. C. A. Henderson	Mr. H. Walker
Hon. Mr. & Mrs. E. A. Howett	Mr. H. Weitz
Dr. S. Hough	Mr. & Mrs. H. J. White
Mr. P. L. Howard	Mr. D